

HOW THE FARMERS OF TEXAS LOOKED UPON A FULL CREW BILL (Continued from Page 1)

pathy but to meet the advocates of the "Full Crew Bill" squarely upon their own ground and without abuse to show that their demand rests upon nothing more than a sentimental appeal to the voter—an attempt to create the impression in the public mind that the railroads do not employ enough brakemen to safely operate their trains and that this is responsible for all manner of wrecks, injured workmen etc. This is the ground they have chosen upon which to wage their battle and if the public records and statistics make their claims ridiculous, the voters will be justified in ignoring the heart-rending appeals with which the state has been flooded during the last month.

In last week's article we quoted statistics from a number of prominent railroads showing that more trainmen are injured on trains carrying less than 40 cars than on those carrying over 40 cars. The later records of the M. K. & T. show that during the last fiscal year not a single employee was killed on its lines in Missouri and that 37 employees were injured on trains carrying less than 40 cars and only 21 on trains carrying more than 40 cars—and out of these 58 injuries 11 were no more serious than getting a cinder in the eye. In varying degrees the other roads show the same general facts.

Still more interesting, however, are the statistics of the Public Service Commission at Jefferson City which is a record of all railroad accidents and their causes. The report for the fiscal year ending June 30, 1913, shows the following facts: Out of a total of 48 railroad employees killed in Missouri during that year, 10 lost their lives in collisions, 14 by falling off trains, 2 by jumping on or off trains, 6 were struck by trains and 4 were killed in coupling cars. In other words, 36 out of 48 were killed through contributory carelessness of their own in one way or another. Again, 104 were injured in collisions, 209 in falling off trains, 220 in jumping on or off trains, 28 were struck by trains while 98 were injured in coupling cars—again showing the overwhelming element of contributory negligence upon the part of employees themselves. On the other hand, the records show that only one trainman was killed in the state during the entire year and only 7 injured from defective cars or engines—thus completely disproving the wild statements made by the "Full Crew" literature concerning the wrecks caused by "loose car doors," "dragging brake beams," "broken rods" etc.

In view of these incontrovertible facts, what becomes of the absurdly exaggerated statements on bill boards etc., that a "trainman is killed or crippled every seven minutes?" A further analysis of the Public Service Commission figures show that only an average of four trainmen were killed per month while only an average of four were injured per day on all the railroads of Missouri during the year—and yet this is the kind of argument upon which the voters of Missouri are asked to fasten an additional burden or more than a half million dollars yearly upon the transportation companies of the state!

The Inter-State Commerce Commission.

In its 1912 report, the Inter-State Commerce Commission says: "The most disquieting and perplexing feature of the problem of accident prevention is the large proportion of train accidents caused by dereliction of duty by the employees involved.

By far the greatest number of our serious train accidents are due to the failure of some responsible employee to perform an essential duty at the critical time." Out of 81 train accidents investigated recently by the Commission, 63 per cent were caused by the mistakes of employees—and in view of these facts, will not the legislating of hundreds of "extra brakemen" onto the railroads increase rather than decrease the number of accidents? In the light of the above statistics can there be any other result?

In this connection, is it not strange that the advocates of the "Full Crew Bill" have not cited statistics from the several states in which this law has been in effect for a number of years to prove their case? Doesn't any intelligent reader know they would have done so if the records were not against them? As matter of fact, the ratio of accidents on every railroad in the country regardless of "Full Crew" laws vary in proportion to the number of men employed—for just as you cannot regulate the amount of rainfall by law so you cannot eliminate the human element of carelessness in men.

Taking Care of Present Employees.

To make a long story short, the whole "Full Crew" propaganda is nothing more or less than a cleverly conceived appeal to the sympathy of a naturally sympathetic public—a house of cards which falls to pieces the moment it is brought in contact with the cold facts of past experience.

In their frantic efforts to curtail expenses during the last several years, the railroads have been compelled to lay off thousands of former employees—and at this moment hundreds of clerks, section men and others are given a "furlough" of several days per month in order that they may not be left without a position entirely. Instead of legislating hundreds of "extra brakemen" into useless jobs, would it not be better to put the railroads in position to re-employ many men whom they have had to lay off and keep all employees working full time? Summing the whole matter up, Proposition No. 9 deserves to be emphatically defeated for the following concrete reasons:

Because it is just as wrong to try to regulate by law the number of men a railroad shall hire as it would be to attempt to regulate by law the number of farm hands or clerks which a farmer or merchant shall hire.

Because, we have a Public Service Commission which has full power to compel any railroad in Missouri to hire additional brakemen or any other kind of workmen if, after due inquiry, it deems them necessary for the good of the public or of the employees themselves—a Commission created for this specific purpose and which is in position to discriminate between the different conditions which exist upon the different railroads.

Because, before the advocates of the "Full Crew Bill" had any right to ask the people of Missouri to fasten this unfair burden upon every railroad in the state, large and small, they should first have presented their grievances to the railroads themselves or to the Public Service Commission—neither of which they did.

Because, every additional burden visited upon the railroads at this time will finally have to be borne by the people who in the end must either put up the added expense or consent to see the railroads financially wrecked—a condition which would mean paralysis to Agriculture, Commerce and Industry throughout the state.

Because, when the people took over the complete control and regulation of the railroads they

at the same time assumed the implied obligation to protect them against unfair and arbitrary assaults upon their revenues.

Because, labor, as well as the employers of labor, owes a profound duty to society not to levy a tribute upon it which is greater than the traffic will justly bear.

Because, our great commonwealth is still little more than in its infancy in Agricultural and Commercial development—a state which needs hundreds of miles of additional railroad mileage before it can make the most of its matchless resources and these improvements cannot be had if we continually advertise to the outer world that invested capital cannot get a "square deal" in Missouri.

Because, passing as we are through a series of bad crop years, a universal depression in all lines of business and the most tragic war in the World's history it is no time to assault the railroads which are today confronted by the gravest financial crisis in their history.

In conclusion, the reader should remember that the defeat of the "Full Crew Bill" leaves to its advocates the right to place any imaginary grievance before the State Public Service Commission which has the power to grant them any relief to which a fair investigation might entitle them. If you want to vote against Proposition No. 9, scratch out the word "yes." Paid Adv. (To be continued next week.)

VETS WERE OUTCLASSED

The Lightweight Wentworth Eleven Defeated the Horse Doctors, 14 to 3.

Outplaying and outgeneraling their heavier opponents at every point in the game, the Wentworth Military Academy eleven defeated the Kansas City "Vets" in a hard-fought game at Association Park Saturday afternoon, 14 to 3. From the beginning of the game the Soldiers appeared to outclass their huskier adversaries, and after the end of the first half the result was never in doubt.

Wentworth's magnificent work on the defense was the real cause of her victory. The offense was flashy, and her backs were capable at lugging the ball, but the constant persistence with which her line held the Horse Doctors' charges did more than anything else to turn the final tide of victory in her direction.

Wentworth's play was a combination of straight old-fashioned football and every variation of the new game. One minute Sermon's charges would slip a forward pass over their opponent's line into the hands of a red and white back for a substantial gain; the next time a sudden rush at a tackle or guard would count heavenly for them. The work of the Lexington backfield, playing against the handicap of muddy grounds, was marvelous. Not once in the whole game did a back make a serious fumble, and the heady way in which they ran interference for each other showed hours of careful coaching.

The scoring started early in the first quarter. Sisk of the "Vets" kicked off to Hottel, a Wentworth back, who returned the ball to his own 25-yard line. A series of line bucks and end runs brought the ball over to the middle of the field. Here Clore, left tackle, pulled a pretty forward pass to Ewing, quarter back, for a 30-yard gain, and after a series of line plunges by Ewing and Hottel, the former carried the ball over the goal line for a touchdown. Erwin kicked an easy goal.

Hartzell, the cadet captain, kicked off to Sisk, who returned the ball to his own 40-yard line. Crashing straight at the opponent's line Wells, Bailey and



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ments of the Wilson Administration.

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